SEP 11 1981

GOALS AND OBJECTIVES

FOR THE

RAPID TRANSIT SYSTEM

HAMILTON-WENTWORTH RAPID TRANSIT PROJECT

Prepared By: M.M. Dillon Limited

For Submission By: Metro Canada Limited

To: The Regional Municipality of Hamilton-Wentworth

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

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Part of Task 4.3
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February 10, 1981

Mr. M. M. Ross
Project Co-ordinator
Rapid Transit Project
100 Main Street East
Hamilton, Ontario
L8N 3V9

Dear Mr. Ross:

Subject: Rapid Transit System Goals and Objectives Report

We are pleased to submit the final report on the Rapid Transit System Goals and Objectives. This report is submitted in accordance with the requirements described in Task 4.3 (Sub-section 4.3 of Schedule A to the UTDC - Region Pre-implementation Program Contract). This report has been prepared under Metro Canada direction by M. M. Dillon Limited, and has previously been reviewed in draft form by the Technical Advisory Committee. We trust that the results of that review are satisfactorily reflected in this final report.

As you are aware, these goals and objectives have been developed primarily on the basis of documented municipal and provincial policies. The latter portion of the report references the objectives to such policy documents, as appropriate. These objectives are the basis for the development of the alignment evaluation criteria to be used in preparing our recommendation concerning the most suitable rapid transit alignment. These goals and objectives will also become an integral part of the Environmental Assessment Report (Section 1.3.2), to be prepared at the end of Pre-implementation Program.

We have enclosed with this letter one bound copy for your use, and one unbound copy suitable for reproduction.

Very truly yours,

Kenneth G. Knight
Project Manager

KGK:jp

cc: C.T.C. Armstrong

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1.0 INTRODUCTION

This document contains a comprehensive set of goals and objectives for the rapid transit system. The goals and objectives are intended to serve three major purposes in the planning and evaluation process:

- to provide an overall orientation to the study;
- to form the basis for the Planning and Engineering Teams' development of methods for generating alternative alignments;
- to identify major considerations and priorities which can subsequently be refined into detailed evaluation measures for the comparative evaluation of alignments and the minimization of adverse effects associated with the selected alignment.

The goals and objectives are intended to provide a comprehensive identification of all the major considerations likely to be raised during the course of the study. In order to ensure consistency with established public priorities particular reliance was placed on statements of public policy such as the Official Plan of the Regional Municipality of Hamilton-Wentworth, the Draft Official Plan of the City of Hamilton and the Proposed Plan for the Niagara Escarpment.

In addition, several reports on comparable projects and general literature concerning impacts associated with similar rapid transit projects were reviewed to identify other possible impacts which might occur or which might be anticipated by various affected interests.

The goals and objectives have been divided into ten major categories:

- technology demonstration
- quality of service
- extent of service
- integration with other transportation modes
- natural environment
- social considerations and existing land use
- future land use
- public and private costs
- flexibility
- planning process.

The first category, technology demonstration, refers to the special role which the system is intended to serve; that of demonstrating an innovative rapid transit technology. It is expected that the demonstration of the benefits of the ICTS technology will greatly enhance the marketing potential of the system and in turn, generate job opportunities and revenue for the public sector and Canadian industry.

The next three categories (level of service, extent of service and integration with other transportation modes) concern rapid transit service. They address the question of the rapid transit system from the perspective of the providers or producers of the rapid transit service and other interrelated transit services. They also deal with the rapid transit system from the users' or consumers' perspective.

The next two categories address the impacts of the system on the existing natural and social environment. The perspective, under these two groupings is, therefore, shifted to that of the non-user or at least the user in a capacity unrelated to the use of the rapid transit service.

Future land use, the next category, is something of a combination of impacts and service. The objectives in this section address the question of the impact of the facility on planned and proposed uses. They also, however, address the question of how the rapid transit facility might be integrated with new, more intensive uses, resulting, at least in part from the enhanced development potential created by the presence of the rapid transit facility.

The category, public and private costs, concerns positive and negative financial consequences of the facility. The category, flexibility, addresses the need for a rapid transit system which can respond to changes in demand, technology and public priorities. The final category, planning process, is concerned with the overall process by which the study program is undertaken, with particular reference to the satisfaction of requirements and the need to provide for technical and non-technical review.

The objectives are intended to apply to the entire project development process including property acquisition, construction and operations.

The general format employed in the document is the statement of a broad goal, a brief explanatory passage elaborating on the concerns addressed, and a series of more specific objectives.

Once these goals and objectives have been reviewed and revised as needed, the next stage in the evaluation process will be to identify, for each objective, a range of indices which could be used to measure or systematically describe the extent to which the objectives would be satisfied in the comparative evaluation of alignments, in considering station location options and in evaluating other planning and engineering choices.

Concurrently with the identification of possible evaluation indices, an overall evaluation framework will be prepared describing the general evaluation procedures recommended for the project. The indices and the framework will be combined in a report suitable for technical and non-technical review.

2.0 GOALS and OBJECTIVES

TECHNOLOGY DEMONSTRATION

Goal

1. To demonstrate the benefits of the intermediate capacity rapid transit technology, in a manner which will assist in the successful marketing of the system elsewhere in Canada and abroad.

This goal and the objectives which follow concern the need to provide an applied example of the ICTS technology. The objectives encompass considerations which affect the Federal Government in the sense of increasing exports and enhancing the international position of Canadian industry; the Provincial Government in terms of revenue generation and the enhancement of Ontario industry; and the Regional government in terms of

local job opportunities, transit service and community image. The private sector also has a "stake" in the successful demonstration of the ICTS technology with respect to business and employment opportunities for the transit industry, both in Hamilton and elsewhere in Canada.

Objectives

a) Demonstrate that the capital costs associated with ICTS are lower than comparable transit technologies.

b) Demonstrate the ability of ICTS to provide comfortable, safe, reliable, quiet and high frequency transit service.

c) Demonstrate the ability of ICTS to operate effectively as a revenue-producing system.

d) Demonstrate the relative advantages of an elevated exclusive right-of-way transit system, such as minimal property acquisition requirements and minimal disruption to existing surface traffic.

e) Demonstrate the low levels of noise emission of ICTS vehicles relative to conventional rail vehicles.

f) Demonstrate the relative advantages of an automated intermediate capacity transit technology.

g) Demonstrate how ICTS can be effectively and aesthetically integrated into a range of urban and suburban environments.

h) Demonstrate the ability of ICTS to operate in a range of climatic and topographic conditions.

i) Provide an opportunity to refine and operationally apply the ICTS technology.

j) Provide a "showcase" for ICTS to assist in marketing the technology.

k) Advance the "state-of-the-art" of Canadian transit technology and, in turn, its position in the world marketplace.

l) Provide opportunities for Canadian industry for both domestic and export markets.

m) Generate employment opportunities in the Region and elsewhere in Canada.

QUALITY OF SERVICE

Goal

2. To ensure a high quality of rapid transit service.

This rapid transit service goal and the following objectives refer to the general quality of service for the entire system. The quality of service is considered an important factor in encouraging greater use of transit and, in turn, reducing the need for new road construction.

Objectives

a) Provide for the efficient movement of the transit public.

b) Ensure a safe, quiet and comfortable ride.

c) Provide a bright and attractive transit environment.

d) Provide a broad range and high standard of ancilliary facilities and services.

e) Ensure ancilliary facilities and services are conveniently located.

f) Take advantage of opportunities to provide riders with attractive views.

EXTENT OF SERVICE

Goal

3. To provide rapid transit service to the greatest area and number of people possible, recognizing current and future transportation demands and needs.

The coverage of the rapid transit system, in the sense of providing transit service to the largest number of people and geographic areas, is the subject of this transit service goal and the objectives which follow. A convenient, readily accessible, rapid transit system, coupled with a high level of service, should maximize the patronage of the system.

Extent of service also encompasses consideration of overcoming current capacity deficiencies and satisfying future demands.

Objectives

a) Satisfy future demands during the peak travel periods.

b) Serve a diversity of travel purposes during off-peak periods.

c) Provide convenient access for residents living above the mountain to the downtown core of Hamilton.

d) Improve rapid transit access between the downtown and the subregional centre on Hamilton Mountain.

e) Provide convenient access to and among other major existing and planned activity centres, including major employment and retail concentrations, concentrations of high density residential development, and major institutional and recreational facilities and uses.

f) Provide rapid transit service in high density corridors with a concentration of activities and uses.

g) Provide convenient rapid transit service to activity centres within the downtown.

h) Provide convenient rapid transit service within the suburban areas.

i) Give consideration to the provision of rapid transit service to social and economic groups who are heavily dependent on transit service.

j) Give consideration to the potential to serve groups such as the elderly and the handicapped.

INTEGRATION WITH OTHER TRANSPORTATION MODES

Goal

4. To ensure that the rapid transit system is effectively integrated with all existing and planned components of the interregional, regional and local transportation system.

The purpose of this rapid transit service goal and the objectives which follow is to ensure that the rapid transit system is complementary to other parts of the regional and local transportation system. It encompasses the consideration of the full range of modes for moving people and goods including roads, rail, surface transit, and walking paths.

Objectives

a) Integrate the rapid transit system with the interregional transit services.

b) Integrate the operations of the rapid transit system with the existing and planned local and surface transit system.

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c) Minimize the disruptive effects of the rapid transit system on the existing and planned, local and regional, road system; having particular regard to the maintenance of the capacity and safety of the arterial road system.

d) Take advantage of opportunities for joint use of rights-of-way and transportation facilities, providing existing and planned uses are not impaired.

e) Provide convenient and direct bus access to transit transfer points.

f) Integrate the rapid transit system with existing and planned public parking facilities.

g) Provide safe, convenient and direct pedestrian access to rapid transit transfer points.

NATURAL ENVIRONMENT

Goal

5. To minimize adverse effects on the natural environment.

The importance of minimizing adverse impacts on the natural environment is the primary concern of this impact goal and the following objectives. Particular attention has been devoted to the Niagara Escarpment as it is the major natural environmental feature which will be affected by the rapid transit facility.

Objectives

a) Locate and design the rapid transit system in a manner which results in the least possible change in the physical environment and the natural and cultural landscape of the Niagara Escarpment.

i) Maintain public access to and along the escarpment by means of walking and hiking trails.

ii) Maintain the least disturbed escarpment slopes and escarpment-related stream valleys.

iii) Maintain the most significant geological formations of the escarpment.

iv) Maintain the most significant cultural and historical sites and uses associated with the escarpment.

v) Maintain major recreational and conservation activities and areas associated with the escarpment.

vi) Ensure that the rapid transit system is compatible with the form and character of the Niagara Escarpment.

vii) Minimize obstruction of views to and from the escarpment.

viii) Minimize potential construction problems because of soil instability.

b) Minimize adverse impact on other unique land features and environmentally sensitive areas.

c) Minimize removal of mature trees.

d) Minimize the potential for erosion and surface and ground water pollution.

SOCIAL CONSIDERATIONS AND EXISTING LAND USE

Goal

6. To minimize adverse social impacts and impacts on existing land uses.

This impact goal and the objectives which follow address a range of concerns pertaining to dislocations within the right-of-way, disturbance of areas in close proximity of the right-of-way and transfer points, and to the disruption of patterns of interaction which cross the right-of-way. Collectively, these impacts represent the concern with adversely affecting neighbourhood and community identity, character and interactions.

Objectives

a) Minimize displacement, relocation and associated adverse impacts.

i) Minimize displacement of people, jobs and buildings.

ii) Give consideration to social and economic groups, such as the elderly and people on low income, who are most sensitive to change.

iii) Attempt to ensure that people who are displaced are able to find comparable shelter at comparable cost and preferably within the community.

v) Give special consideration to minimizing the loss or reduction in area of public facilities, amenities and resources.

vi) Minimize the displacement, reduction in area or severance of existing private uses.

vii) Give special consideration to sites and facilities of historic, cultural and archaeological significance.

viii) Ensure that adverse effects associated with relocation are minimized.

b) Minimize adverse effects resulting from close proximity to the rapid transit system.

i) Minimize noise, vibration and air pollution levels and related effects on the enjoyment and use of public and private property and facilities.

ii) Give special consideration to uses and activities especially sensitive to the effects of noise and vibration.

iii) Minimize loss of privacy.

iv) Minimize visual intrusion as a result of the appearance of the rapid transit facility, lighting, differences in scale and overshadowing.

v) Maximize opportunities for visual integration with the existing streetscape.

vi) Minimize the creation of visual barriers.

vii) Minimize the obstruction of views to symbolically important public and private landmarks.

viii) Minimize the intrusion of through traffic, both private vehicle and feeder bus, onto local streets.

ix) Minimize the use of local streets for transit associated parking.

c) Minimize disruption to activities which involve interactions across and under the right-of-way.

i) Minimize restrictions to pedestrian and vehicular access to buildings and property.

ii) Minimize restrictions to access to community facilities, services and amenities.

iii) Minimize restrictions to the provision and delivery of community services, with particular consideration to ensuring the maintenance of existing levels of service by emergency vehicles.

iv) Minimize restrictions to existing patterns of social interaction.

v) Segregate pedestrian and vehicular traffic where potential conflict exists.

vi) Minimize the severance of walking and bicycle trails.

vii) Minimize disruption of functionally-related uses.

viii) Take advantage of opportunities to separate incompatible uses.

ix) Minimize the severance of communities and neighbourhoods.

x) Take advantage of opportunities to reinforce community boundaries.

xi) Give special consideration to the movement of children, as in access to elementary schools.

xii) Minimize access to the right-of-way, having particular regard to children.

FUTURE LAND USE

Goal

7. To enhance the potential for forms of development which will result in increased transit usage.

This goal and the following objectives are directed towards co-ordinating the planning and design of the rapid transit facility with committed, planned, proposed and possible uses in a manner which will result in a higher level of patronage for the transit facility. It is, however, also recognized that such transit-related development must be compatible with existing uses and activities.

Objectives

a) Ensure consistency with the planned regional form and local land use patterns.

b) Locate the transfer points, where possible, adjacent to areas suitable for concentrations of high density residential development, retail and office space and other activities likely to generate a high volume of transit users.

c) Locate transfer points, where possible, in locations where development land is available and where more intensive development is compatible with the character of the area.

d) Provide for the functional and visual integration of the rapid transit facility with planned and proposed adjoining uses.

e) Provide for direct pedestrian and vehicular connections between the rapid transit facility and planned and proposed adjoining uses.

PUBLIC AND PRIVATE COSTS

Goal

8. To minimize public and private costs and enhance the potential for public and private revenues associated with the rapid transit facility.

This goal and the objectives refer to the direct and indirect financial costs and benefits which would or could be associated with the rapid transit facility. A clear distinction was not drawn between public and private costs and revenues for, in the case of such considerations as exports, employment, and changes in assessment, both the public and private sectors are affected.

Objectives

a) Minimize property acquisition costs.

b) Minimize capital costs, with particular consideration of physical constraints and associated cost implications.

c) Minimize operations costs, having particular regard to ensuring that an acceptable proportion of the costs will be borne by the general taxpayer.

d) Minimize the potential for property value depreciation.

e) Minimize loss of assessment.

f) Minimize disruption to the operations of businesses.

g) Maximize the potential of "value capture", that is, public financial benefits resulting from development associated with the transit facility.

h) Minimize the potential for conditions, such as special approvals and problems with property availability, which could lead to implementation difficulties and schedule delays.

i) Minimize the potential for increasing the costs associated with providing other public services or operating other public facilities.

j) Ensure consistency with investment programs of other public agencies.

k) Co-ordinate public investment decision-making for the rapid transit system with private investment decision-making in development and redevelopment associated with the transit system.

l) Maximize energy conservation throughout the transit system.

FLEXIBILITY

Goal

9. To maximize the flexibility of the rapid transit system to respond to changing conditions and needs.

This goal and the following objectives are concerned with the need to ensure that the system can be adapted and expanded in response to changes in such areas as demand, technology and public priorities.

Objectives

a) Ensure flexibility in construction staging to respond to changing circumstances.

b) Provide for the upgrading and expansion of the system in accordance with transit demand.

c) Ensure flexibility of system geometrics to adapt to existing city site geometric constraints.

d) Ensure flexibility to adapt to future technological advances in the ICT system.

e) Ensure flexibility to respond to changes in public transportation priorities and programs.

f) Ensure flexibility to respond to changes in future land use patterns.

PLANNING PROCESS

Goal

10. To create a planning process which satisfies all approval requirements and effectively integrates the views of all affected interests.

This goal and the objectives which follow address how the rapid transit program will be carried out. It concerns both the question of obtaining the necessary approvals and the involvement of various public and private interests at key decision points in the planning process.

Objectives

a) Ensure that all Government requirements are satisfied, with particular regard to satisfying the requirements of the Ontario Environmental Assessment Act.

b) Conform, where possible, with all Government policies and priorities.

c) Co-operate with adjacent municipalities and other agencies and levels of government.

d) Involve elected representatives at critical decision points in the planning process.

e) Provide residents, land owners, special interest groups and other members of the general public the opportunity to participate in the planning process at critical decision points.

f) Make available, to the general public, information concerning the progress of the study.

3.0 OBJECTIVES AND POLICIES

The following tables identify specific policies in the Official Plan of the Regional Municipality of Hamilton-Wentworth, the Draft City of Hamilton Official Plan and the Proposed Plan for the Niagara Escarpment that relate to concerns identified in the System Goals and Objectives. The tables are intended to demonstrate the consistency between current Provincial and Municipal policies and the evaluation process employed in this study.

TECHNOLOGY DEMONSTRATION

POLICY REFERENCES

Goal

1. To demonstrate the benefits of the intermediate capacity rapid transit technology, in a manner which will assist in the successful marketing of the system elsewhere in Canada and abroad.

This goal and the objectives which follow concern the need to provide an applied example of the ICTS technology. The objectives encompass considerations which affect the Federal government in the sense of increasing exports and enhancing the international position of Canadian industry; the Provincial government in terms of revenue generation and the enhancement of Ontario industry; and the Regional government in terms of local job opportunities, transit service and community image. The private sector also has a "stake" in the successful demonstration of the ICTS technology, with respect to business and employment opportunities for transit industry, both in Hamilton and elsewhere in Canada.

Objectives

a) Demonstrate that the capital costs associated with ICTS are lower than comparable transit technologies.

b) Demonstrate the ability of ICTS to provide comfortable, safe, reliable, quiet, and high frequency transit service.

- safe and efficient movement of the commuting public (Ham. O.P.: B.3.2.2 (i), page 84)
- efficient transportation system (Reg. O.P. Trans. Obj., page 66)

c) Demonstrate the ability of ICTS to operate effectively as a revenue-producing system.

d)	Demonstrate the relative advantages of an elevated exclusive right-of-way transit system, such as minimal property acquisition requirements and minimal disruption to existing surface traffic.	. take into account....social considerations as well as transportation system performance when planning improvements to and operating the transportation system (Reg. O.P. Trans. Obj., page 66)
e)	Demonstrate the low levels of noise emission of ICTS vehicles relative to conventional rail vehicles.	. no development will be permitted unless it is of a standard that will conform with the current policies of the Provincial government regarding air, noise, and water POLLUTION (Ham. O.P.: C.1.4.3, page 110)
f)	Demonstrate the ralative advantages of an automated intermediate capacity transit technology.	
g)	Demonstrate how ICTS can be effectively and aesthetically integrated into a range of urban and suburban environments.	. extending and integrating the PUBLIC TRANSIT service with other land uses (Ham. O.P.: B.3.2.1, page 84) . to consider public transit as an integral part in the planning of major new residential development and all new commercial and employment centres in the urbanized portion of the Region (Reg. O.P.: 9.3.10, page 78) . a high standard of civic design (Ham. O.P.: D.2.10 (ii), page 130)
h)	Demonstrate the ability of ICTS to operate in a range of climatic and topographic conditions.	
i)	Provide an opportunity to refine and operationally apply the ICTS technology.	
j)	Provide a "showcase" for ICTS to assist in marketing the technology.	
k)	Advance the "state-of-the-art" of Canadian transit technology and, in turn, its position in the world marketplace.	

l)	Provide opportunities for Canadian industry for both domestic and import markets.	. promote facilities and services which enhance the business climate of the Region (Reg. O.P.: 14.7.1 (e))
m)	Generate employment opportunities in the Region and elsewhere in Canada.	. attract new generators of economic development to locate in the Region (Reg. O.P.: 14.7.1 (c), page 101) . Council will ... encourage the development of land use providing employment opportunities for residents of the community (Ham. O.P.: 5 c (iii), page 126) . to encourage the provision of sufficient job opportunities for residents of the Region (Reg. O.P.: 7 Objectives, page 51) . to cooperate with and encourage firms in the private sector to develop and locate within the Region in a manner compatible with the objectives of this Plan (Reg. O.P.: 7.1.2, page 52)

QUALITY OF SERVICE	POLICY REFERENCES
Goal	
2. To ensure a high quality of rapid transit service.	
This rapid transit service goal and the following objectives refer to the general quality of service for the entire system. The quality of service is considered an important factor in encouraging greater use of transit and, in turn, reducing the need for new road construction.	. to provide transit at a level of service adequate to encourage its use within and between the urbanized portions of the Area Municipalities (Reg. O.P.: 9.3.1 page 76) . maintain a level of PUBLIC TRANSIT service that reflects and meets the needs of the commuting public (Ham. O.P.: B.3.2.1, page 84)
Objectives	
a) Provide for the efficient movement of the transit public.	. safe and efficient movement of the commuting public (Ham. O.P.: B.3.2.2 (i), page 84) . efficient transportation system (Reg. O.P. Trans. Obj., page 66) . take into account transportation system performance when planning improvements to and operating the transportation system (Reg. O.P. Trans. Obj., page 66)
b) Ensure a safe, quiet and comfortable ride.	. safe transportation system (Reg. O.P. Trans. Obj., page 66) (Ham. O.P.: B.3.2.2 (i), page 84) . take into account safety ... considerations ... when planning improvements to and operating the transportation system (Reg. O.P. Trans. Obj., page 66) . Council will consider appropriate by-laws, encouragement or other actions which may be deemed to have potential in maintaining security to persons or property (Ham. O.P.: C.2.2, page 107)

c) Provide a bright and attractive transit environment.

d) Provide a broad range and high standard of ancillary facilities and services.

- ...ancillary public parking to promote and facilitate the use of PUBLIC TRANSIT (Ham. O.P.: B.3.2.7, page 85)
- Council will require that in all normal circumstances, a high standard will be maintained in accordance with current design practices for PARKING and loading facilities (Ham. O.P.: B.3.2.4, page 87)

e) Ensure ancillary facilities and services are conveniently located.

f) Take advantage of opportunities to provide riders with attractive views.

EXTENT OF SERVICE

POLICY REFERENCES

Goal

3. To provide rapid transit service to the greatest area and number of people possible, recognizing current and future transportation demands and needs.

- to provide public transit at a level of service adequate to encourage its use within and between the urbanized portions of the Area Municipalities (Reg. O.P.: 9.3.1, page 76)

The coverage of the rapid transit system, in the sense of providing the largest number of people and geographic areas, is the subject of this transit service goal and the objectives which follow. A convenient, readily accessible, rapid transit system, coupled with a high level of service, should maximize the patronage of the system.

- support the Region in providing TRANSIT ridership throughout the City (Ham. O.P.: B.3.2.1, page 84)
- to provide a high degree of accessibility and reduce dependancy on the automobile (Ham. O.P.: B.3.2.2 (ii), page 84)
- convenient ... transportation system (Reg. O.P. Trans. Obj., page 66)

Extent of service also encompasses consideration of over-coming current capacity deficiencies and satisfying future demands.

- provide adequate transportation access to all geographic areas and social and economic groups within the Region (Reg. O.P. Trans. Obj., page 66)
- that public transit receive a high priority in the planning of new transportation facilities in the urban area (Reg. O.P.: 9.1.2, page 67)
- to improve the transit service in the urbanized area, where it is feasible, in order to provide a viable alternative to the automobile for the movement of people; and to reduce, where possible, the need for new road construction (Reg. O.P.: 9.3.5, page 77)

Objectives

a) Satisfy future demands during the peak travel periods.

- to minimize the need for new road facilities in congested corridors (Ham. O.P.: B.3.2.11, page 86)

b)	Serve a diversity of travel purposes during off-peak periods.	
c)	Provide convenient access for residents living above the mountain to the downtown core of Hamilton.	. the Central Policy Area as a primary focal point of the System (Ham. O.P.: B.3.2.2 (ii), page 84) . downtown Hamilton be the primary focal point of transit service and the level of service into the downtown area will be such that it will provide a degree of accessibility that is consistent with the downtown's role as a Regional Centre and will reduce the need for the operation of private automobiles into the downtown area (Reg. O.P.: 9.3.3. (a), page 76)
d)	Improve rapid transit access between the downtown and the sub-regional centre on Hamilton Mountain.	. promote Sub-Regional centres as secondary focal points for local TRANSIT service (Ham. O.P.: B.3.2.3, page 84) . the sub-regional centre on the Hamilton Mountain be a focal point for transit service above the escarpment in Hamilton and Stoney Creek, with a major high speed transit connection between this centre and downtown Hamilton (Reg. O.P.: 9.3.3 (b), page 76) . that a transit system with increased transit capacity receive a high priority in transportation planning in the urban areas of the Region, especially in the Corridor connecting downtown Hamilton to the sub-regional centre on the Hamilton Mountain (Reg. O.P.: 9.3.8, page 77)

e)	Provide convenient access to and among other major existing and planned activity centres, including major employment and retail concentrations, concentrations of high density residential development, and major institutional and recreational facilities and uses.	. major employment and retail concentrations, universities and schools (Ham. O.P.: B.3.2.5 (i), page 85 and B.3.2.11 (i), page 86) (Reg. O.P.: 9.3.7 (a), page 77) . concentrations of high density residential development (Ham. O.P.: B.:3.2.5 (ii), page 85) (Reg. O.P.: 9.3.7 (b), page 77) . areas of high population density (Ham. O.P.: B.3.2.11 (iv), page 86) and (B.3.2.11 (ii), page 86) . major medical and social service centres (Ham. O.P.: B.3.2.5 (iv), page 85) (Reg. O.P.: 9.3.7 (d), page 77) . social amenities such as parks, theatres, museums, etc. (Ham. O.P.: B.3.2.5 (vi), page 85) (Reg. O.P.: 9.3.7 (f), page 77) . TRANSIT stops, where possible in close proximity to passenger generators (Ham. O.P.: B.3.2.8, page 85) . all shopping centres and Extended Commercial areas are provided with an acceptable level of TRANSIT SERVICE (Ham. O.P.: B.3.2.6, page 85) . major cultural, medical and institutional nodes (Ham. O.P.: B.3.2.11 (iii), page 65) . housing development for the elderly, the handicapped and the socially disadvantaged (Reg. O.P.: 9.3.7 (e), page 77) (Ham. O.P.: B.3.2.5 (v), page 85) . to require that the development of the sub-regional centres will be provided with adequate public transit and road access (Reg. O.P.: 2.2.2.3, page 7)
f)	Provide rapid transit service in high density corridors with a concentration of activities and uses.	

g)	Provide convenient rapid transit service to activity centres within the downtown.	. provide a level of transit sufficient to play a significant role in the movement of persons ... especially into the Hamilton downtown area (Reg. O.P. Trans. Obj., page 66)
h)	Provide convenient rapid transit service within the suburban areas.	. to provide public transit at a level of service adequate to encourage its use within and between the urbanized portions of the Area Municipalities (Reg. O.P.: 9.3.1, page 76)
i)	Give consideration to the provision of rapid transit service to social and economic groups who are heavily dependent on transit service.	. take into consideration the location of housing developments for the socially disadvantaged (Reg. O.P.: 9.3.7 (c), page 77)
j)	Give consideration to the potential to serve groups such as the elderly and the handicapped..	. consider housing developments for elderly, the handicapped and the socially disadvantaged (Ham. O.P.: B.3.2.5 (v), page 85) (Reg. O.P.: 9.3.7 (e), page 77) . cooperation with the appropriate public agencies to investigate and implement appropriate public transportation opportunities for the physically handicapped (Ham. O.P.: C.2.3, page 108) . that the Regional transit system incorporate, where feasible, special vehicle features and operational procedures that will make the transit system more accessible to elderly and handicapped persons. (Reg. O.P.: 9.3.12, page 78) . to promote actions that will improve physical accessibility to housing, community facilities, employment, educational or training facilities and other essential services for persons with special needs due to either physical or other handicapped conditions and thereby, enable such persons to take charge of their own lives and participate in community activities (Reg. O.P.: A.1.6.12, page 114)

. to encourage the provision of a special transit service to meet the needs of those elderly and handicapped persons within the Region who are unable to use the regular public transit system (Reg. O.P.: 9.3.13, page 78)

INTEGRATION WITH OTHER TRANSPORTATION MODES	POLICY REFERENCES
Goal	
4. To ensure that the rapid transit system is effectively integrated with all existing and planned components of the regional and local transportation system.	. plan future road, transit and parking facilities as part of a total integrated transportation system consistent with the land use and development pattern (Reg. O.P. Trans. Obj., page 66)
The purpose of this transit service goal and the objectives which follow is to ensure that the rapid transit system is complementary to other parts of the inter-regional, regional and local transportation system. It encompasses the consideration of the full range of modes for moving people and goods including roads, rail, surface transit, and walking paths.	
Objectives	
a) Integrate the rapid transit system with inter-regional transit services.	. to recognize terminal facilities such as ports, airport, railway yards and stations, transit stations, truck depots and parking areas as integral parts of the total transportation system and the existing or planned location of their facilities be recognized in the transportation planning process in order to ensure maximum integration and compatibility with the transportation systems (Reg. O.P.: 9.5.1, page 80) . consider the location of terminals of inter-city transportation service (Ham. O.P.: B.3.2.5 (iii), page 85) (Reg. O.P.: 9.3.7 (c), page 77) . provide and maintain an inter-regional TRANSIT system which increases accessibility between Hamilton and Municipalities beyond the Region (Ham. O.P.: B.3.2.10, page 86) . provide good transportation connections between Hamilton-Wentworth and points beyond the Region's borders ... (Reg. O.P. Trans. Obj., page 66)

		. to encourage commuter transit - connections between downtown Hamilton and municipalities adjacent to the Region.....(Reg. O.P.: 9.3.4, page 77)
b)	Integrate the rapid transit system with the existing and planned, local surface transit system.	. integration of conventional and innovative transit facilities (Ham. O.P. Section A: 2.8.7 (iii), page 43)
c)	Minimize the disruptive effects of the rapid transit system on the existing and planned, local and regional, road system; having particular regard to the capacity and safety of the arterial road system.	. discourage, where appropriate, the provision of on-street PARKING on arterial roads to facilitate the free flow of traffic movement (Ham. O.P.: B.3.3.3, page 87) . maximize the capacity of the existing arterial road system in order to minimize the need for new facilities (Reg. O.P. Trans. Obj., page 66) . transit solutions to transportation access and capacity problems will be integrated with improvements to the road system (Reg. O.P.: 9.1.2, page 67) . additional north-south road capacity across the Niagara Escarpment in the central Hamilton corridor between Becketts Drive and the Sherman access to be restricted to improvements to the approaches of the existing access roads (Reg. O.P.: 9.2.9 (f), page 71) . right-of-way and design of new and reconstructed arterial roads considering the requirements of the public transportation system so transit vehicles will be able to operate efficiently and safely without significantly reducing the through movement function or the safety of the arterial roads (Reg. O.P.: 9.2.15 (b), page 73)
d)	Take advantage of opportunities for joint use of rights-of-way and transportation facilities, providing existing and planned uses are not impaired.	. the possibility of operating the intermediate capacity transit lines within exclusive rights-of way (Ham. O.P.: B.3.2.11 (v), page 86)

		. protect any rights-of-way which may become available until an evaluation is made of their potential as a component of the Regional transportation system (Reg. O.P.: 9.1.3, page 67)
		. to consider preferential and/or exclusive bus lanes and other transit oriented improvements on arterial roads where demand warrants and their application is feasible (Reg. O.P.: 9.3.6, page 77)
e)	Provide convenient and direct bus access to transit transfer points.	. ease of access for transit vehicles (Ham. O.P.: B.3.2.4 (v), page 85)
f)	Integrate the rapid transit system with existing and planned public parking facilities.	. to develop public parking facilities in cooperation with the Area Municipalities where they are deemed necessary to support the operation of the urban transit system and encourage the Area Municipalities to adopt public parking policies that promote the use of transit (Reg. O.P.: 9.3.9, page 78)
g)	Provide safe, convenient and direct pedestrian access to rapid transit transfer points.	. where practicable the integration of those (transit) stops with pedestrian crosswalks (Ham. O.P.: B.3.2.8, page 85)
		. the establishment of pedestrian access from Residential development to ... Public Transit routes (Ham. O.P.: D.2.5 (vi) (b), page 128)

NATURAL ENVIRONMENT	POLICY REFERENCES
Goal	
5. To minimize adverse effects on the natural environment. *The importance of minimizing adverse impacts on the natural environment is the primary concern of this impact goal and the following objectives. Particular attention has been devoted to the Niagara Escarpment as it is the major natural environmental feature which will be affected by the rapid transit facility.*	. take into account ... environmental considerations ... when planning improvements to and operating the transportation system (Reg. O.P. Trans. Obj., page 65)
Objectives	
a) Locate and design the rapid transit system in a manner which results in the least possible change in the physical environment and the natural and cultural landscape of the Niagara Escarpment.	. all new transportation and utility facilities shall be so designed and so located as to minimize the impact on the natural and cultural environment and be consistent with the objectives of this Plan (Niagara Escarpment Proposed Plan 2.9.10 (i), page 28) . Hamilton Mountain designated as Environmentally Sensitive Area (Reg. O.P.: 5.3.1-22, page 30) . discourage the expansion of land uses deemed incompatible with an Environmentally Sensitive Area (Reg. O.P.: 5.3.4, page 31) . to encourage public bodies... to undertake, on land which they own or have an interest in, only such changes of land uses as are compatible with the environmentally sensitive designation (Reg. O.P.: 5.3.21, page 36) . all development should be of an urban design compatible with the Escarpment Environment (Niagara Escarpment Proposed Plan 2.6.2, page 22)

i) Maintain public access to and along the Escarpment by means of walking and hiking trails.	. Council may investigate and support the provision of walkways along and across the Escarpment (Ham. O.P. 2.9.1.5, page 48) . Adequate public access to the Escarpment should be provided by means of pedestrian trails, including the Bruce Trail (Niagara Escarpment Proposed Plan 2.2.2 B-2, page 22)
ii) Maintain the least disturbed Escarpment slopes and Escarpment-related stream valleys.	. to maintain the least disturbed Escarpment slopes and Escarpment-related stream valleys (Niagara Escarpment Proposed Plan 2.6.2 A-Objective 1, page 22)
iii) Maintain the most significant geological formations of the Escarpment.	. area included within Provincially significant Geological Area designation (Niagara Escarpment Proposed Plan - Map C)
iv) Maintain the most significant cultural, historical and archaeological sites and uses associated with the Escarpment.	. to take into consideration historical and cultural resources, including recognized archaeological sites in the review of proposals for development and redevelopment. Such development and redevelopment, either public or private should, wherever possible, incorporate these resources into the overall design in a manner which minimizes adverse impact and encourages maintenance and protection (Reg. O.P.: 22.5, page 89) . care should be taken to preserve known archaeological sites (especially native burial sites) where such sites might reasonably be expected to exist (Reg. O.P.: 2.9.8 (1), page 27) . existing cultural landscapes and properties compatible with the goal and objectives of the Act should be retained and reused (Reg. O.P.: 2.9.8 (2), page 27)

v) Maintain major recreational and conservation activities and areas associated with the Escarpment.	. be maintained undisturbed in a natural setting primarily for compatible recreation and conservation activities (Ham. O.P.: A.2.9.1 (i), page 47)
vi) Ensure that the design of the rapid transit system is compatible with the form and character of the Niagara Escarpment.	. permitted uses ... subject to ... the inherent long-term capacity of the site can support the use without substantial impact on ... the visual qualities of the cultural landscape (Niagara Escarpment Proposed Plan 2.9.2 (1-a), page 25) . all development should be of an urban design compatible with the Escarpment environment (Niagara Escarpment Proposed Plan 2.6.2, page 22)
vii) Minimize obstruction of views to and from the Escarpment.	. not support non-essential development which will detract from the unique visual and scenic qualities of the brow, face or base of the Escarpment of lands in the immediate vicinity (Ham. O.P.: A.2.9.1.4, page 48)
viii) Minimize potential construction problems because of soil instability.	. to encourage Area Municipalities to impose building setbacks from the margins of the Hazard Lands in relation to the severity of the existing and potential environmental hazards (Reg. O.P.: 5.4.3)
b) Minimize adverse impact on other unique land features and environmentally sensitive areas.	. land abutting ENVIRONMENTALLY SENSITIVE AREAS will be developed in a manner to protect and complement the adjacent hazard and/or natural attributes (Ham. O.P.: A.3.2.7, page 61) . discourage the expansion of land uses deemed incompatible with an Environmentally Sensitive Area (Reg. O.P.: 5.3.4, page 31)
c) Minimize removal of mature trees.	. only such TREES that would directly impede the construction of buildings and services may be removed, and if so, the developer will replace them in reasonable time by TREES of similar species and of sufficient maturity to enhance the appearance of the subdivision when completed (Ham. O.P.: C.3.2 (i), page 109)

. existing TREES which are not removed will be adequately protected during the construction process, and the roots protected to ensure continuous growth (Ham. O.P.: C.3.2 (iii), page 109)

d) Minimize the potential for erosion and surface and ground water pollution.

. hazard lands - take into account
  a) the existing environmental hazards;
  b) the potential impacts of those environmental hazards;
  c) the proposed methods by which impacts may be overcome in a manner consistent with accepted engineering techniques and resource management practices, and
  d) the costs and benefits in monetary terms of any engineering works and/or resource management practices needed to overcome these impacts

(Reg. O.P.: 5.4.5, page 39) (Ham. O.P.: A.3.1.3, pages 58 and 59)

. to encourage design and construction of municipal drains and public works projects so as to reduce detrimental effects upon the surrounding environment (Reg. O.P.: 5.5.2, page 40)

SOCIAL CONSIDERATIONS AND EXISTING LAND USE	POLICY REFERENCES
Goal	
6. To minimize adverse social impacts and impacts on existing land use.	. take into account.. social... considerations as well as transportation system performance when planning improvements to and operating the transportation system (Reg. O.P. Trans. Obj., page 66)
This impact goal and the objectives which follow address a range of concerns pertaining to dislocations within the right-of-way, disturbance of areas in close proximity of the right-of-way and transfer points, and to the disruption of patterns of interaction which cross the right-of-way. Collectively, these impacts represent the concern with adversely affecting neighbourhood and community identity, character and interactions.	. to make certain that changes in land use will be assessed in terms of land use impact (Reg. O.P.: A.1.6.11, page 114)
Objectives	
a) Minimize displacement, relocation and associated adverse impacts.	
i) Minimize displacement of people, jobs and buildings.	
ii) Give special consideration to social and economic groups, such as the elderly and people on low income, who are most sensitive to change.	. take into account the location of housing developments for the elderly, the handicapped and the socially disadvantaged (Reg. O.P.: 9.3.7 (e), page 77)
iii) Attempt to ensure that people who are displaced are able to find comparable shelter at comparable cost and preferably within the community.	
iv) Give special consideration to minimizing the loss or reduction in area of public facilities, amenities and resources.	. take into consideration the location of social amenities such as parks, theatres, museums, etc. (Ham. O.P.: B.3.2.5 (iv), page 85) (Reg. O.P.: 9.3.7 (b), page 77)

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	. to minimize disruption to Regional recreational areas and lands adjacent to these areas which may be affected by the location, construction and maintenance of facilities which are not compatible with recreational uses (Reg. O.P.: 2.7, page 92)
v) Minimize the displacement, reduction in area or severance of existing private uses.	. to recognize the importance of privately owned open space lands and for outdoor recreation in meeting the recreational needs of residents of the Region and encourage the continuation of that use (Reg. O.P.: 12.5, page 92)
vi) Give special consideration to sites and facilities of historic, cultural and archaeological significance.	. major development or redevelopment will not take place within or in close proximity to residential areas having HISTORICAL or ARCHITECTURAL merit, where Council determines that such development or redevelopment will detract from or indirectly impair the character, quality, amenities or stability of the residential areas (Ham. O.P.: C.6.5, page 114)
	. to take into consideration historical and cultural resources including recognized archaeological sites in the review of proposals for development and redevelopment. Such development and redevelopment, either public or private should, wherever possible, incorporate these resources into the overall design in a manner which minimizes adverse impact and encourages maintenance and protection (Reg. O.P.: 11.5, page 89)
vii) Ensure that adverse effects associated with relocation are minimized.	
b) Minimize adverse effects resulting from close proximity to the rapid transit system.	

i) Minimize noise, vibration and air pollution levels and related effects on the enjoyment and use of public and private property and facilities.	. consider - parks (Ham. O.P.: B.3.2.5 (vi), page 85) . no development will be permitted unless it is of a standard that will conform with the current policies of the Provincial Government regarding air, noise and water POLLUTION (Ham. O.P.: C.1.4.3, page 110) . Council may require appropriate measures to moderate the effects of noise, visual intrusion or other undesirable impacts on new Residential developments adjacent to Arterials or Inter-Regional Highways and Railway lines (Ham. O.P.: C.7.8, page 118)
ii) Give special consideration to uses and activities especially sensitive to the effects of noise and vibration.	. Council will require the developer of proposed Residential development adjacent to the proposed East-West and North-South Transportation — -- — — Facility to provide evidence that the noise levels in outdoor recreation space, after applying appropriate noise attenuation measures, is the lowest level practicable (Ham. O.P.: C.7.10, page 118) . take into consideration the location of social amenities such as parks, theatres, museums, etc. (Ham. O.P.: B.3.2.5 (vi), page 85) (Reg. O.P.: 9.3.7 (f), page 77) . to minimize disruption to Regional recreational areas and lands adjacent to these areas which may be affected by the location, construction and maintenance of facilities which are not compatible with recreational uses (Reg. O.P.: 12.7, page 92)
iii) Minimize loss of privacy.	
iv) Minimize visual intrusion as a result of the appearance of the rapid transit facility, lighting, differences in scale and overshadowing.	. a high standard of civic design may be achieved through appropriate landscaping between any conflicting functions and economics of the use of land, parking and facilities (Ham. O.P.: D.2.10 (ii), page 130)

	. ...off-street PARKING, driveways and/ or loading areas adjacent to residential uses will be suitably screened or buffered through the use of fences, berms or other appropriate landscape treatment (Ham. O.P.: B.3.3.6, page 87)
v) Maximize opportunities for visual integration with the existing streetscape.	. utilities will be developed to carefully integrate with the general character of the surrounding uses through the provision of landscaping screening and buffering, siting of structures, height control and any other measures as may be deemed to be appropriate by Council (Ham. O.P.: A.2.7.4, page 39)
	. where parking lots and other large open spaces are provided, and in open areas around Commercial, Major Institutional and other large buildings, Council will encourage, and may require as a condition of development or redevelopment, the provision of LANDSCAPING and TREE PLANTING sufficient to enhance the physical appearance of the site and surrounding lands (Ham. O.P.: C.3.2 (iv), page 109)
vi) Minimize the creation of visual barriers.	
vii) Minimize the obstruction of views to symbolically important public and private landmarks.	
viii) Minimize the intrusion of through traffic, both private vehicle and feeder bus, onto local streets.	. Council will endeavour to reroute through traffic away from Residential areas (Ham. O.P.: A.2.9.3.1 (xi), page 52)
	. in the design of developing Residential Neighbourhoods ... a) discourage through traffic internally (Ham. O.P.: D.2.5 (v) (a), page 127)
ix) Minimize the use of local streets for transit associated parking.	. residential amenity - provision and maintenance of adequate off-street parking (Ham. O.P.: C.7.1 (i), page 115)

c) Minimize disruption to activities which involve interactions across and under the right-of-way.

i) Minimize restrictions to pedestrian and vehicular access to buildings and property.

ii) Minimize restrictions to access to community facilities, services and amenities.

- promote the development of a "link-node" system which will link major PEDESTRIAN destinations such as Schools, Parks and Commercial areas ... by PEDESTRIAN paths, sidewalks along certain roads and BICYCLE routes (Ham. O.P.: B.3.4.1, page 89)
- in the design of Residential Neighbourhoods ... the establishment of pedestrian access from Residential development to: a) Neighbourhood Parks and Schools internally within the Neighbourhood" (Ham. O.P.: D.2.5 (vi) (a), page 128)

iii) Minimize restrictions to the provision and delivery of community services, with particular consideration to ensuring the maintenance of existing levels of service by emergency vehicles.

- ensure the provision and maintenance of adequate access to all properties to facilitate effective emergency service (Ham. O.P.: C.2.1, page 107)
- to ensure that the social services which are provided are available and accessible to all residents (Reg. O.P.: A.1.6.7 (a), page 113)

iv) Minimize restrictions to existing patterns of social interaction.

v) Segregate pedestrian and vehicular traffic where potential conflict exists.

- the segration of vehicular and pedestrian traffic by such means as grade separation of pedestrian and vehicular traffic along and across major roads (Ham. O.P.: A.2.8.7 (i), page 43)

vi) Minimize the severance of walking and bicycle trails.

- bicycle routes (Ham. O.P.: B.3.4.1, page 89)

vii) Minimize disruption of functionally-related uses.	. extending and integrating the PUBLIC TRANSIT service with other land uses (Ham. O.P.: B.3.2.1, page 84) . will cooperate with other levels of government in any investigation to increase TRANSIT capacity linking the Central Policy Area and the Sub-Regional Centres to other land uses (Ham. O.P.: B.3.2.3, page 84) . Council will ... ensure the integration of related community facilities, such as libraries, secondary schools, parks, churches or community centres, as well as multi-family residential development (Ham. O.P.: D.2.2 (ii), page 126)
viii) Take advantage of opportunities to separate incompatible uses.	
ix) Minimize the severance of communities and neighbourhoods.	
x) Take advantage of opportunities to reinforce community boundaries.	
xi) Give special consideration to the movement of children, as in access to elementary schools.	
xii) Minimize access to the right-of-way, having particular regard to children.	. provide and maintain fences and/or other appropriate measures along RAIL lines and rail yards so as to minimize impacts of the RAIL operations on surrounding Residential areas (Ham. O.P.: B.3.5.3 (iii), page 91)

FUTURE LAND USE	POLICY REFERENCES
Goal	
7. To enhance the potential for forms of development which will result in increased transit usage.	
This goal and the following objectives are directed towards co-ordinating the planning and design of the rapid transit facility with committed, planned, proposed and possible uses in a manner which will result in a higher level of patronage for the transit facility. It is, however, also recognized that such transit-related development must be compatible with existing uses and activities.	
Objectives	
a) Ensure consistency with the planned regional form and local land use patterns.	. regional development pattern (Reg. O.P. Map #1) . land use concept (Ham. O.P. Schedule A) . progressively and continuously upgrade the transportation system in order to support and complement the Regional Development Pattern (Reg. O.P. Trans. Obj., page 66) . provide new transportation facilities and services or upgrade existing facilities and services where they are deemed necessary to support development plans that are consistent with the Official Plan policies (Reg. O.P.: 9.1.1, page 67)
b) Locate the transfer points, where possible, adjacent to areas suitable for concentrations of high density residential development, retail and office space and other activities likely to generate a high volume of transit users.	. encourage development at densities conducive to the operation of Public Transit (Ham. O.P.: C.7.3 (vii), page 116) . support and encourage Area Municipalities to adopt residential densities and designs in the urban area which are conducive to the operation of public transit (Reg. O.P.: 8.9 (a), page 62)

		. to encourage the Area Municipalities to allow for the concentration of high density residential development in the immediate proximity of major transit corridors and transfer points in the transit system, in order that the transit system is immediately available for the use of as many persons as possible (Reg. O.P.: 9.3.11, page 78)
c)	Locate transfer points, where possible, in locations where development land is available and where more intensive development is compatible with the character of the area.	. no Residential development or re-development will be permitted where such proximity will result in noxious impacts or loss of amenity to the Residential uses (Ham. O.P.: A.2.9.3.1 (iii), page 50) . at a scale, density and bulk compatible with the established character of the surrounding uses (Ham. O.P.: 2.9.3.1 (vi), page 51) . that all buildings, structures, facilities, services and anything or matter that may cause the conditions referred to in Policy 2.5(ii) above will be designed in such a manner as to be in keeping with the character of the residential development or redevelopment (Ham. O.P.: D.2.5 (iii), page 127)
d)	Provide for the functional and visual integration of the rapid transit facility with planned and proposed adjoining uses.	. a high standard of civic design may be achieved through appropriate landscaping between any conflicting functions and economics of the use of land, parking and facilities (Ham. O.P.: D.2.10 (ii), page 130) . to consider public transit as an integral part in the planning of major new residential development and all new commercial and employment centres in the urbanized portion of the Region (Reg. O.P.: 9.3.10, page 78)
e)	Provide for direct pedestrian and vehicular connections between the rapid transit facility and planned and proposed adjoining uses.	. to consider public transit as an integral part in the planning of major new residential development and all new commercial and employment centres in the urbanized portion of the Region (Reg. O.P.: 9.3.10, page 78)

PUBLIC AND PRIVATE COSTS

POLICY REFERENCES

Goal

8. To minimize public and private costs and enhance the potential for public and private revenues associated with the transit facility.

. take into account ... economic... considerations when planning improvements to and operating the transportation system (Reg. O.P. Trans. Obj., page 66)

This goal and the objectives refer to the direct and indirect financial costs and benefits which would or could be associated with the transit facility. A clear distinction was not drawn between public and private costs and revenues for, in the case of such considerations as exports, employment, and changes in assessment, both the public and private sectors are affected.

Objectives

a) Minimize property acquisition costs.

b) Minimize capital costs, with particular consideration of physical constraints and associated cost implications.

c) Minimize operations costs, having particular regard to ensuring that an acceptable proportion of the costs will be borne by the general taxpayer.

. to develop a guideline indicating the proportion of transit costs which should be borne by the users of the Region's transit system through a user charge (transit fare) and the proportion which should be borne by the general taxpayers

the establishment of these guidelines should take into consideration the goals of the transit system and senior government subsidies in addition to other financial and social considerations which may be relevent (Reg. O.P.: A.2.5.1.4, page 120)

d) Minimize the potential for property value depreciation.

e) Minimize loss of assessment.

f) Minimize disruption to the operations of businesses.

g) Maximize the potential of "value capture", that is, public financial benefits resulting from redevelopment associated with the transit facility.

h) Minimize the potential for conditions, such as special approvals and problems with property availability, which could lead to implementation difficulties and schedule delays.

i) Minimize potential for increasing the costs associated with providing other public services or operating other public facilities.

j) Ensure consistency with investment programs of other public agencies.

k) Co-ordinate public investment decision-making for the rapid transit system with private investment decision-making in development and redevelopment associated with the transit system.

l) Maximize energy conservation throughout the rapid transit system.

. encourage development ... which utilizes designs or construction that are energy efficient (Ham. O.P.: C.7.3 (vii), page 116)

- encourage proponents of future development and/or redevelopment to adopt and incorporate in their proposals ENERGY saving measures to optimize the use of ENERGY sources (Ham. O.P.: C.8.1 (ii), page 121)
- cooperate with other levels of government and private industry to assess the merit of new and innovative ENERGY conserving measures applicable to the City (Ham. O.P.: C.8.1 (vi), page 121)
- encourage greater use of Public Transit facilities as a means of conserving ENERGY (Ham. O.P.: C.8.1 (viii), page 122)

FLEXIBILITY

POLICY REFERENCES

Goal

9. To maximize the flexibility of the rapid transit system to respond to changing conditions and needs.

This goal and the following objectives are concerned with the need to ensure that the system can be adapted and expanded in response to changes in such areas as demand, technology and public priorities.

Objectives

a) Ensure flexibility in construction staging to respond to changing circumstances.

b) Provide for the upgrading and expansion of the system in accordance with transit demand.

c) Ensure flexibility of system geometrics to adapt to existing city site geometric constraints.

d) Ensure flexibility to adapt to future technological advances in ICT systems.

e) Ensure flexibility to respond to changes in public transportation priorities and programs.

f) Ensure flexibility to respond to changes in future land use patterns.

PLANNING PROCESS	POLICY REFERENCES
Goal	
10. To create a planning process which satisfies all approval requirements and effectively integrates the views of all affected interests.	
This goal and the objectives which follow address how the rapid transit program will be carried out. It concerns both the question of obtaining the necessary approvals and the involvement of various public and private interests at key decision points in the planning process.	
Objectives	
a) Ensure that all Government requirements are satisfied, with particular regard to satisfying the requirements of the Ontario Environmental Assessment Act.	. where an environment assessment of a proposal is being carried out under the Ontario Environmental Assessment Act, that assessment will be considered as fulfilling the Environmental Impact Statement requirements of this Plan (Reg. O.P.: 5.3.2.4, page 37)
b) Conform, where possible, with all Government policies and priorities.	. that in accordance with the provisions of the Planning Act, no public work shall be undertaken that does not conform with this Plan (Reg. O.P.: 14.6.2, page 101) . Environmentally Sensitive Areas - development standards governing permitted uses and the nature and intensity of permitted uses in the environmentally sensitive area (Reg. O.P.: 14.9.1,page 102) . the requirement for buffer zones adjacent to environmentally sensitive areas and permitted uses in such buffer zones (Reg. O.P.: 14.9.2, page 102)

c)	Cooperate with adjacent municipalities and other agencies and levels of government.	. Cooperate with adjacent municipalities, other agencies and other levels of government in order to ensure that transportation facilities not under the control of the Region are compatible with and support the Regional land use and development Plan (Reg. O.P.: Trans. Obj., page 66) . Seek cooperation from all levels of Government, Public Agencies and the Private Sector in achieving the objectives of this Plan (Reg. O.P.: 14.1.2, page 95)
d)	Involve elected representatives at critical decision points in the planning process.	
e)	Provide residents, land owners, special interest groups and other members of the general public the opportunity to participate in the planning process at critical decision points.	. to promote active participation of the citizens of the Region in the implementation of its policies and programs and shall provide opportunity for such participation (Reg. O.P.: 14.11.1, page 104) . Council will promote the active participation of the citizens of the City of Hamilton in the implementation of the policies of this Plan and any subsequent AMENDMENTS, and will provide opportunities for such participation (Ham. O.P.: D.6.2, page 136)
f)	Make available to the general public information concerning the progress of the study.	. to make available to the public, if requested, official studies and reports concerning the policies and programs of the Regional Government (Reg. O.P.: 14.11.2, page 104)